

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Friday, June 10, 2022 2:33 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #18980] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A new service request has been submitted and action needs taken.

Service Request Details	
ID	18980
Date/Time	6/10/2022 2:33 PM
Type	85th Station Area Plan
Address	9495 116th Ave NE, Kirkland
Origin	Call Center
Comments	<p>Hello,</p> <p>I have been a Kirkland resident since 2008 and have watched it change and grow these last few years. I have always been a supporter of the city council and appreciate the thoughtfulness around inclusivity, diversity and equity in conjunction with making Kirkland a great place to live and work.</p> <p>I had the opportunity to attend the public comment meeting last night and I wanted to share a few thoughts with the council. I was concerned about the 85th street project and last night's meeting solidified my belief that the project as it is now is NOT ready to be implemented. I would also like to note that I sent an email about the project yesterday afternoon to go on record in opposition, I hope it was recorded.</p> <p>There are too many questions that haven't been answered by the planning committee. I am sure you all heard them last night. Concerns</p>

surrounding funding for additional students and schools, small businesses priced out of the area, what affordable housing really looks like, and who really benefits from the changes proposed. Community members highlighted questions that still need answering before proceeding.

Also, I did not appreciate the condensing attitude and defensiveness of some members of the planning committee, it was unnecessary. The planning committee mentioned many times that they have been working on this since 2019. Great, that is the job they have been tasked with. However, the community outreach on this project is lacking. I consider myself an engaged community member and only just received the mailer that went out a few weeks ago. Many of my neighbors did not get the same mailer.

We have been in a pandemic where people were not out and about so if there were signs or notices who would see them? People have not returned to work in the same capacity as pre-pandemic so unless you reach out directly to the community many will not know about the significant changes proposed. The lack of communication with Kirkland residents should halt the project as it is. More work needs to be done in the community and the questions around the impact and funding for schools, small businesses and affordable housing need to be addressed in a serious way.

Additionally, the roundabout in the highlands was not part of the discussion last night because it is a WSDOT project but the project did not come up on a WSDOT search so who would I contact about that? I did see there was a neighborhood meeting on December 16, 2020 which I am guessing was poorly attended since we were in a pandemic and not informed of the meeting. It all feels very icky.

I hope the council will listen to the community members who learned of the project and then took the time to show up and ask questions. Based on last night and conversations with this community I hope the project will not move forward as it is planned.

--

Winn Richardson
713-705-9748

Submitter Richardson, Winn
9495 116th AVE NE
Kirkland, WA 98033
713-705-9748
winnrichardson@gmail.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Friday, June 10, 2022 8:16 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #18968] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A new service request has been submitted and action needs taken.

Service Request Details	
ID	18968
Date/Time	6/10/2022 8:16 AM
Type	85th Station Area Plan
Address	310 10th Ave W, Kirkland
Origin	Call Center
Comments	<p>Comments to Kirkland Planning Commission – June 9, 2022</p> <p>Compared to past developments, the up-zoning plan for the square mile around the BRT station is much larger in scale and impact in terms population density, building sizes, intensity of use and the related impacts on our quality of life. All the essential elements that make Kirkland such an attractive place are at risk in this plan. Some key indicators that do not have adequate, concrete plans that should be required before approval by the Planning Commission or City Council that directly affect the quality of life in Kirkland are:</p> <ol style="list-style-type: none">1. The effect on the Lake Washington School District2. The mobility of traffic through the SAP area as well as people's ability to reach vital retail, residential and educational functions within the area3. The increased public safety requirements associated with dense populations4. The financial impact of needed capital investments as well as ongoing operational costs

to fund all the additional infrastructure needed to make such a dense development compatible with projected goals for the area

5. How to mitigate the plainly adverse impact of development on the immediate neighbors to the SAP as well as those directly adjacent to the primary impact area

6. The effect on parks and recreational programs, especially the current metrics for park space per person and distance from neighborhood and community parks

7. The effect that high density development without substantial mitigations has on the health of the citizens, the natural beauty of our city and the social harmony among the residents

Below I focus on just a few points of immediate concern and request that no permit to build be granted until effective mitigation plans are agreed to. Please continue to engage with concerned citizens and develop a plan that balances the need of current citizens with the generations yet to come.

Google/Lee Johnson transaction

This transaction appears to be most urgent to the participants and to city staff for a variety of reasons. Google representatives indicated that approximately 7,000 people per day plus support staff would use the buildings they envision. That would generate at least 14,000 person trips per day, and even with their private minivan network, reduced on-site parking capacity to force transit usage, the impact on a highly congested traffic corridor at peak times will be immense. The direct impact on pickup and drop off at LWHS will have an immediate negative effect on students, staff and parents without major increase in traffic capacity. The immediate neighbors will suffer the same, and those in adjacent neighborhoods will suffer cut through traffic and hosting a lot of new parking for those who wish to "hide and ride".

Allowing a huge building capacity before we can figure out how to ensure we don't suffer a decline in satisfaction and service levels of the key metrics above will harm the very goals meant to be achieved. If a special exemption is granted in this one case, no matter how attractive the project, all others who want to develop throughout the entire SAP will point to this precedent and will overburden all our systems, unless proper, realistic, well-funded mitigations are agreed to in advance. I request the council and planning commission to move with deliberate speed, but not allow any project to

front run a process needed to ensure the welfare of all in our city comes first.

Lake Washington School District

The school district is already overcrowded, and the projected population increase in the district will require new facilities. The consultant report indicates a new “urban” district model will be needed, one more vertical and with less green space. I do not think the school district has agreed to this vision. This requires a major departure from the type and quality of facilities many people move to a place like Kirkland for, and it will need major public
SEE ATTACHED FOR FULL TEXT

Submitter Parikh, Roshan P
310 10th Ave W
Kirkland, WA 98033
ROSHANPARIKH@HOTMAIL.COM

[View in QAlert](#)

From: Sharon Gelinas <gelinas50@hotmail.com>
Sent: Saturday, June 11, 2022 9:13 AM
To: Allison Zike; Planning Commissioners
Subject: Public Comment for Station Area Hearing

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I hope it is not too late to provide comment on the station area plan, my original email from earlier this week was not delivered. I am a concerned resident of the Highlands neighborhood and would like to provide comment on the kiss and ride drop off loop. This new drop off loop will have a significant impact on traffic, parking and noise in the neighborhood. I have lived in the Highlands for 20 years and have seen numerous changes in the area, but this is by far the most concerning.

87th Street is the only ingress and egress to the Highlands neighborhood. This new drop off loop will increase the already congested intersection at 87th and 114th and create dangerous conditions as drivers wait for pickup. The impact will be felt by all Highlands residents and families, not just those nearest to the drop off loop.

There does appear to be an alternative solution. The drop off loop could be conveniently located at one of the other intersection corners, thus preserving the integrity of the residential areas that make Kirkland a great place to live.

Thank You,
Sharon Gelinas

From: susan amorosi <sueamorosi@msn.com>
Sent: Saturday, June 11, 2022 10:35 AM
To: Allison Zike; Jeremy McMahan; Angela Rozmyn; Scott Reusser; John Tymczyszyn; Katya Allen; rrutherford@kirklandwa.go; Sandeep Singhal; Bria Heiser
Subject: Public Comment for Station Area Hearing

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commissioners.

I apologize for submitting a late suggestion regarding the Commercial Mixed-Use District. I would like to suggest that the city require first floor retail in the Commercial Mixed-Use district. I heard that Google is opposed to first floor retail. Non- retail first floor (Google or otherwise) would discourage public access. Retail in this zone would likely be successful given the proximity to the BRT and the High School. People arriving at the BRT hungry or in need of coffee or an after-school snack could access shops in this Commercial Mixed-Use zone. First floor retail should be the standard for the entire Station Area Plan and especially in this Commercial Mixed-Use zone. Preservation of important bike/pedestrian access should also be maintained in this district.

Truly,
Sue Amorosi (33-year resident)

From: Jeremy McMahan
Sent: Sunday, June 12, 2022 8:45 AM
To: Allison Zike
Subject: FW: Public Comment for Station Area Hearing

Follow Up Flag: Follow up
Flag Status: Flagged

From: Jeffrey Laub <laubjeff@hotmail.com>
Sent: Saturday, June 11, 2022 9:25 AM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Fw: Public Comment for Station Area Hearing

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Jeffrey Laub <laubjeff@hotmail.com>
Sent: Friday, June 10, 2022 2:36 PM
To: planningcommissioner@kirklandwa.gov <planningcommissioner@kirklandwa.gov>
Subject: Fw: Public Comment for Station Area Hearing

Dear City Council,

I am writing to express my great concern regarding the entrance “Kiss & Ride” Transit Drop-Off Point that is currently planned for the Highlands Neighborhood as part of the NE 85th Street Station Plan Project. This plan will create significant problems for Highlands’ residents including traffic, parking problems, and noise.

Having a single access point to a “Kiss & Ride” in a residential neighborhood is problematic and misguided. The “Kiss & Ride” will significantly increase traffic entering and exiting the Highlands. The 4-way stop at the intersection of 114th Avenue NE and 87th Street is already a busy intersection, especially at rush hour, and the volume of cars and traffic will increase exponentially with commuters traveling to and from a “Kiss & Ride”.

The “Kiss and Ride” will clog our streets as drivers wait to pick up commuters, creating a dangerous situation for residents. Commuters with no connection to the Highlands will park on our residential streets and in front of our homes, leaving no space for homeowners and their guests. They will be free to park all day, every day on 116th Ave NE and adjacent streets without restriction.

However, there is an alternative to this ill-conceived plan. Access to the “Kiss & Ride” should be relocated outside of the Highlands, to another corner of the I-405/85th Street interchange, sparing residents from unnecessary levels of traffic, parking complications, and high noise. From my review of the plans associated with the NE 85th Street Station Plan Project, it is clear that the improvements associated with this project lie largely to the east of I-405, particularly along NE 85th Street and 120th Avenue NE. Much of the ridership using the proposed transit station will be accessing these areas, whether they be residential, office, or retail spaces. Placing the “Kiss & Ride” to the east of I-405 (either near to the existing Lee Johnson Chevrolet or Costco) will significantly aid these riders in accessing these locations. In addition, the existing infrastructure to the

east of I-405 (four lane arterials, traffic signals) is much better suited to accommodate the traffic associated with dropoff/pickup trips than the two-lane, 25-mph residential streets of 116th Avenue NE and NE 87th Street.

Thank you.

Jeff Laub
9445 116th Avenue NE

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

From: Joan Lindell Olsen <joanlouise@outlook.com>
Sent: Sunday, June 12, 2022 9:17 PM
To: City Council; Allison Zike; Tracey Dunlap; Adam Weinstein; Jeremy McMahan; Kurt Triplett
Subject: Re: Opposition to Station Area Plan

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I have read all of the comments submitted as part of the public testimony on June 9th regarding the Station Area Plan. Approximately 85-90% of the comments are opposed to either the Google development on the Lee Johnson property and/or the kiss and ride drop off in the Highlands. Again, I am extremely opposed to both.

The question is - a question I am asking you ALL to answer - is what are YOU going to do about it. You represent the residents of Kirkland and not Google - do you get that?!? We - the residents - don't want this development.

Please let me know what you are going to do in light of the public opposition to your proposals. I am not a land use attorney, but I am an attorney who will volunteer to help litigate against you if you approve the zoning changes to allow the Google Development in contravention of the publicly stated positions of Kirkland residents.

The infrastructure will never support this - what about the students at Lake Washington HS? How will they get to school? Maybe you don't have kids or are old - but we care about having a community where our kids don't sit in 45 minutes of traffic to get to school. This is a disgusting proposal made by people like Penny Sweet who only care about money because she is both someone who does not have kids and is old. So it won't affect her!

Please stop making decisions that are only based on increasing your property tax base. You all have to know this is greed. Stop selling us out to Google.

Joan Lindell Olsen

https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/0-combined_stationarea-phase1-writtentestimony.pdf

From: Joan Lindell Olsen
Sent: Monday, April 4, 2022 8:30 PM
To: citycouncil@kirklandwa.gov <citycouncil@kirklandwa.gov>; Allison Zike <azike@kirklandwa.gov>; tdunlap@kirklandwa.gov <tdunlap@kirklandwa.gov>; aweinstein@kirklandwa.gov <aweinstein@kirklandwa.gov>; jmcman@kirklandwa.gov <jmcman@kirklandwa.gov>; ktriplett@kirklandwa.gov <ktriplett@kirklandwa.gov>
Subject: Opposition to Station Area Plan

I am requesting that this is part of the public record. My name is Joan Lindell Olsen, and I am an attorney and resident of Kirkland for 30+ years. My parents Gerri and Bob Haynes are also residents of the City of Kirkland and have raised six children here. My three children (now in their early 20s) are all graduates of Peter Kirk Elementary, Kirkland Middle School and Lake Washington High School. I went to Robert Frost Elementary,

Kamiakin Junior High and Juanita High School. We have seen Kirkland develop and grow in a linear way - but in the past five years it has been out of control. I believe this is largely due to the self-interested decisions of the Kirkland City Council.

I am strongly opposed to the current iteration of the Station Area Plan, for the following reasons:

1. The City of Kirkland and its roads are not built and cannot be expanded to take on the capacity of 4x the number of residents in the Station Area. Seventh Street from 116th in the Highlands to Market Street is already crowded, subject to speeding and other traffic-related issues. There is no way to make the roads wider given the housing in the Highlands and other areas.
2. Google should not be allowed to purchase and develop on the Lee Johnson property - traffic, traffic, traffic. What about the kids who go to LWHS? It is going to be impossible for them to get to school in the morning. It will back up traffic on 85th and 70th in a way that will make it impossible to travel on 85th Street. This is a greedy, short-sighted decision. There is certainly another interested party that would purchase the Lee Johnson property with less impact.
3. The pandemic and remote work have lessened the ridership by a substantial percentage. All of the calculations on ridership to justify the BRT were based on pre-pandemic ridership.
4. NOISE. The increase in traffic and constant construction noise is going to impact learning for the kids at LWHS and for those of us who work from home it is going to be terrible. Kirkland is already much louder than it was previously - I cannot imagine what it will be like over the next decade of construction if this project is allowed to continue.
5. EQUITY. All of this does NOTHING to make housing more affordable in Kirkland. 7,500 additional tech workers at Google will make housing prices skyrocket. Again, this feels like greed - instead of taking into account the needs of Kirkland residents.

I am asking for you to make a fair determination based on public comments and not your self-interest - the City Council represents all Kirkland residents - not just developers.

Please provide a response to this email. I have emailed the City Council on numerous occasions and have not heard back once from a Kirkland City Council Member.

Joan Lindell Olsen

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Monday, June 13, 2022 10:00 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #19997] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A new service request has been submitted and action needs taken.

Service Request Details	
ID	19997
Date/Time	6/13/2022 10:00 AM
Type	85th Station Area Plan
Address	14310 93rd Ave NE, Bothell
Origin	Call Center
Comments	<p>Dear Kirkland City Council,</p> <p>As a 30 plus year resident of Finn Hill, I realize that Kirkland is no longer a sleepy small town and suburb of Seattle. However, those of us who live here, and have raised our children here, value what we have, and our quality of life in the Kirkland community.</p> <p>With that said, for the life of me, I cannot fathom why the City of Kirkland, which has ALREADY met its growth management goals, would want to leap ahead and accommodate taller buildings, and add some 8100 households to our community that the Station Area Plan would do if approved and implemented.</p> <p>Think carefully about the impact of all this added growth will have in the coming years on traffic, schools, utilities, parks and open space, and overall quality of life within our community.</p> <p>We are not Bellevue, nor should Kirkland strive to emulate their growth, particularly in the</p>

downtown and downtown adjacent areas.

Common sense should prevail. Transit connections to downtown and the surrounding Kirkland communities to the 85th Station to access rapid ride buses along the I-405 corridor are important, and should be fully incorporated into City planning, and do present opportunities to examine appropriate land uses surrounding the future station. However, this transit transfer point should not be used as an excuse to do wholesale scale and growth changes to our City which will be lasting, and consequential.

Limit building heights in the plan area to no higher than what is found at Totem Lake, and step down from there in order to better blend into surrounding, largely single family residential communities.

Most of us realize that Kirkland can't stand still, and has an opportunity to respond positively to the coming 85th Street transit station and transfer point. But the City must do so responsibly, without impacting the character and quality of life of our community for years to come.

Thanks for listening.

Keith B. Dunbar
Kirkland, WA

Submitter Dunbar, Keith B
14310 93rd Ave NE
Kirkland, WA 98034
206-790-7170
keithdbuffalofan@comcast.net

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Monday, June 13, 2022 10:01 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #19998] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A new service request has been submitted and action needs taken.

Service Request Details

ID 19998

Date/Time 6/13/2022 10:01 AM

Type 85th Station Area Plan

Address 11320 NE 88th St, Kirkland

Origin Call Center

Comments I have read all of the comments submitted as part of the public testimony on June 9th regarding the Station Area Plan. Approximately 85-90% of the comments are opposed to either the Google development on the Lee Johnson property and/or the kiss and ride drop off in the Highlands. Again, I am extremely opposed to both.

The question is - a question I am asking you ALL to answer - is what are YOU going to do about it. You represent the residents of Kirkland and not Google - do you get that?!? We - the residents - don't want this development.

Please let me know what you are going to do in light of the public opposition to your proposals. I am not a land use attorney, but I am an attorney who will volunteer to help litigate against you if you approve the zoning changes to allow the Google Development in contravention of the publicly stated positions of Kirkland residents.

The infrastructure will never support this - what about the students at Lake Washington HS? How will they get to school? Maybe you don't have kids or are old - but we care about having a community where our kids don't sit in 45 minutes of traffic to get to school. This is a disgusting proposal

made by people like Penny Sweet who only care about money because she is both someone who does not have kids and is old. So it won't affect her!

Please stop making decisions that are only based on increasing your property tax base. You all have to know this is greed. Stop selling us out to Google.

Joan Lindell Olsen

https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/station-area-materials/0-combined_stationarea-phase1-writtentestimony.pdf

From: Joan Lindell Olsen
Sent: Monday, April 4, 2022 8:30 PM
To: citycouncil@kirklandwa.gov ; Allison Zike ;
tdunlap@kirklandwa.gov ; aweinstein@kirklandwa.gov ;
jcmahan@kirklandwa.gov ; ktriplett@kirklandwa.gov
Subject: Opposition to Station Area Plan

I am requesting that this is part of the public record. My name is Joan Lindell Olsen, and I am an attorney and resident of Kirkland for 30+ years. My parents Gerri and Bob Haynes are also residents of the City of Kirkland and have raised six children here. My three children (now in their early 20s) are all graduates of Peter Kirk Elementary, Kirkland Middle School and Lake Washington High School. I went to Robert Frost Elementary, Kamiakin Junior High and Juanita High School. We have seen Kirkland develop and grow in a linear way - but in the past five years it has been out of control. I believe this is largely due to the self-interested decisions of the Kirkland City Council.

I am strongly opposed to the current iteration of the Station Area Plan, for the following reasons:

1. The City of Kirkland and its roads are not built and cannot be expanded to take on the capacity of 4x the number of residents in the Station Area. Seventh Street from 116th in the Highlands to Market Street is already crowded, subject to speeding and other traffic-related issues. There is no way to make the roads wider given the housing in the Highlands and other areas.
2. Google should not be allowed to purchase and develop on the Lee Johnson property - traffic, traffic, traffic. What about the kids who go to LWHS? It is going to be impossible for them to get to school in the morning. It will back up traffic on 85th and 70th in a way that will make it impossible to travel on 85th Street. This is a greedy, short-sighted decision. There is certainly another interested party that would purchase the Lee Johnson property with less impact.
3. The pandemic and remote work have lessened the ridership by a substantial percentage. All of the calculations

on ridership to justify the BRT were based on pre-pandemic ridership.

4. NOISE. The increase in traffic and constant construction noise is going to

Submitter Lindell Olsen, Joan
11320 NE 88TH ST
KIRKLAND, WA 98033-5742
425-877-6488
joanlouise@outlook.com

[View in QAlert](#)

From: Christine Hassett <cmhassett@comcast.net>
Sent: Monday, June 13, 2022 4:25 PM
To: Allison Zike
Subject: NE 85th St Station, feedback from June 9, 2022 Hearing

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, Allison-

I have been following this project for two years. I was on Zoom for the June 9th Hearing. In your introductory comments, I heard you say only the CMU area would be discussed at the meeting. Later, I thought I heard that the Form-based code for all areas was also being discussed.

I need to make two remarks about the NE Quadrant:

- (1) The western boundary of our condo development Neighborhood Residential borders Neighborhood Mixed Use area. See below.

In the Form-Based Code proposal Section 57.10 Regulating Districts page 10 indicates:

57.10.04.04 NEIGHBORHOOD MIXED USE

Reserved.

57.10.04.05 NEIGHBORHOOD RESIDENTIAL

Reserved.

This says to me that the detail has not yet been determined. Is that correct?

If, in fact Figure 3 CMU District Standards (below) does, apply to NMU, **I object to the rear set back of only 5 feet minimum.** That would potentially put the flat vertical side of a 65-foot building about 15 feet (includes our setback) from our building. No upper story setbacks are described for a new build.

Right now as I sit in my unit and look straight out west I see the western sky. Nearly all of our windows have a western view. That view will be lost if a new building is so close to the property line with no upper story setbacks....not to mention being in shadow of the building most of the day.

This will be true even if our site is redeveloped down the road with taller buildings.

There needs to be a greater rear (and perhaps side) setbacks for commercial buildings when bordering residential property.

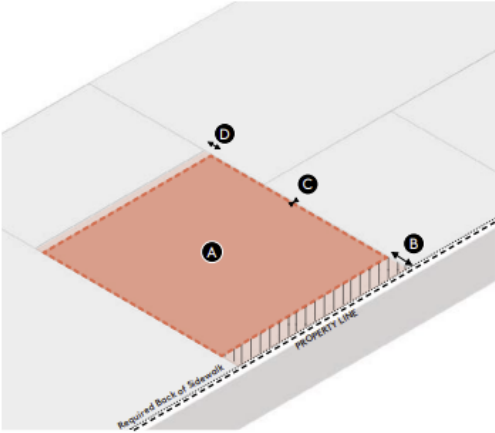
- (2) **NE 85th Street is in near gridlock certain times of the day now.** There is no way this road can handle the amount of traffic a 250-foot office building will generate, let alone additional office building density in the area.

Thank you.



DEVELOPMENT STANDARDS

FIGURE 3: COMMERCIAL MIXED USE DISTRICT STANDARDS



LOT COVERAGE AND SETBACKS	
Permitted Uses	
General Permitted Uses	Commercial, Institutional
Lot Coverage	
A Max Lot Coverage *	90%
Required Yards	
B Front	Refer to Frontage Types
C Side	0' Min
D Rear	5' Min

From: Jeremy McMahan
Sent: Thursday, June 16, 2022 8:49 AM
To: Allison Zike
Subject: FW: Your SAP deliberations

Follow Up Flag: Follow up
Flag Status: Flagged

From: Liz Hunt <liz@starwhite.net>
Sent: Wednesday, June 15, 2022 10:53 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Your SAP deliberations

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Commissioners,

Thank you very much for all of the time and energy that you have devoted to the SAPlan.

Watching your deliberations last night, I was thinking:

1. You should not have been required to provide recommendations on the Incentive Zoning on June 14th because it is not ready.
 - The first draft was published in the June 7th Council packet.
 - The Council will get their next briefing on it on June 21st.
 - It is a detailed and critical piece of the new zoning for heights above 85' and it will take time to comprehend.
2. Were the RH 8 Zone changes included in your recommended approval of the Design Changes?
 - These changes were only introduced recently.
 - RM 8 is outside the Station Area; why is it included here?
3. Can developments in the CMU choose to exclude first-floor retail/services along NE 85th St?
 - Section 57.20.05 of the proposed Misc. KZC Amendments says that both Urban Street Edge and Retail/Active Uses are permitted on a Major Thoroughfare (NE 85th St). So developers could choose Urban Street Edge (with no activated 1st floor)?
 - That seems against the vibrant, walkable goals.
4. Transportation vs. traffic requirement
 - The 3 items that you identified as needing more focus besides affordable housing were schools, parks, and transit (if I remember correctly).
 - Did you mean "Transportation", or specifically just transit?

Thank you,

Liz Hunt
8th St W

Kirkland WA

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Monday, June 20, 2022 10:45 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20091] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A new service request has been submitted and action needs taken.

Service Request Details	
ID	20091
Date/Time	6/20/2022 10:44 AM
Type	85th Station Area Plan
Address	Kirkland
Origin	Control Panel
Comments	<p>Dear City Council and leaders,</p> <p>I, a resident of Kirkland, am writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange.</p> <p>Kirkland's character and future should not be compromised in an effort to placate the corporate interests of Google. Permitting Google to build four 250-foot towers on the land currently occupied by the Lee Johnson car dealership would be preposterous. These towers will loom large and unsightly over trees and the adjacent residential neighborhood.</p> <p>This is a permanent damage and disgrace to Kirkland neighborhood for decades to be remembered. Please consider for the generations of people living in this neighborhood, not just near-sighted interest.</p>

Further, the traffic impact in the area would be untenable on NE 85th Street and 120th Ave NE - the road from 85th Street to Lake Washington High School ("LWHS"). Allowing 9,000 people to occupy these buildings, which equates to ten percent of the total population of Kirkland, will lead to gridlock on the already very congested 85th Street. In addition, LWHS students and faculty will face an impossible task every day competing with the Google tower occupants to get to and from school.

Please reconsider this audacious proposal for something more reasonable, such as limiting the height of the buildings to the height of those in Urban, the Village at Totem Lake, or the other Google buildings in Kirkland. We Kirkland residents depend on your sound judgment to make the right decision on our behalf for our true interest!

A concerned Highlands resident, Tsailin Hsu

Submitter Hsu, Tsailin
Kirkland, WA
alynhsu@live.com

[View in QAlert](#)

From: Christine Hassett <cmhassett@comcast.net>
Sent: Monday, June 20, 2022 11:03 AM
To: City Council
Cc: Allison Zike
Subject: June 21, 2022 - NE 85th Street Station Area Plan

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Madame Mayor and City Council Members,

RE: NE 85th Street Station Area Plan

To be brief:

- I am a North Rose Hill resident living within the ½-mile radius of coming new BRT Station.
- I was disappointed in Council's direction to Planning to pursue 250-foot height building in the SE quadrant of the plan (Phase 1).
 - Such building height is out of character of our community. Just because we can do this doesn't mean we should do this. No other buildings are even close to this height in Kirkland. Tall buildings do not make for a friendly gateway.
 - If a prospective development needs more space, there are other development opportunities in the area.
 - Surface streets cannot handle the increased traffic that would result—there is near-grid-lock certain times of the day now and no major street projects are planned to improve the situation that I am aware of.
 - I believe the anticipated use of public transportation by employees and residents in the new buildings and the surrounding neighborhoods has been overstated and traffic will only get worse.
 - The NE 85th Street view corridor of the Olympic and Cascade Mountains will be severely compromised. This is a signature amenity for residents and visitors. It's what makes us smile when we turn the corner onto NE 85th Street and look east and west.
- I request that you:
 - Seriously reconsider your preference for 250-foot building height in Phase 1 of the NE 85th Street Station Area Plan and limit maximum building height to 150-feet (including incentives).
 - Not allow construction of buildings to begin until the NE 85th Street Station is near completion.
 - Require a traffic plan that will address the volume issues
 - Require that a plan is developed to handle material staging and contractor parking that does not involve penetrating the surrounding neighborhoods for the interchange work and/or development around the interchange

- Require a plan to handle the education and safety of incoming students to the Lake Washington School District because of this new development

Thank you.

Christine Hassett

From: Jeremy McMahan
Sent: Monday, June 20, 2022 2:05 PM
To: Allison Zike
Subject: FW: Planned Zoning Height Increase

Follow Up Flag: Follow up
Flag Status: Flagged

From: Franklin G <fsg0765@gmail.com>
Sent: Monday, June 20, 2022 2:01 PM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Fwd: Planned Zoning Height Increase

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

----- Forwarded message -----

From: Franklin G <fsg0765@gmail.com>
Date: Mon, Jun 20, 2022 at 1:30 PM
Subject: Planned Zoning Height Increase
To: <CityCouncil@kirklandwa.gov>

Dear City Council Members,

I am writing to strongly oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange. This height is completely out of character for the Kirkland area and should be significantly scaled back. I am not anti-development, but do not wish to see Kirkland become a "wanna-be" Bellevue. Building heights consistent with the Kirkland Urban development would be much more appropriate.

Secondly, with whatever final form this development takes, there needs to be much more done to manage traffic, mitigate congestion, and provide suitable parking for the huge increase in people working at this site. The neighboring residential streets should not become allowable parking for Google employees, nor should the citizens of Kirkland be subject to huge increases in traffic congestion in the surrounding areas.

Please re-consider this ill conceived development project and scale back to something much more in keeping with the unique charm of Kirkland. As currently planned, this proposed development is a nightmare for local citizens. And finally, as City Council members, I would also like to remind you that your primary responsibilities are to the residents of Kirkland who elected you (and will decide whether or not to re-elect you), not to developers or corporate tenants like Google.

Thanks in advance for your consideration,

Franklin S. Grosvenor

Kirkland, WA

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.



June 20, 2022

Penny Sweet, Mayor
Kurt Triplett, City Manager
City of Kirkland
123 5th Avenue, Kirkland, WA 98033

Via email to KTriplett@kirklandwa.gov and ABolen@kirklandwa.gov

Re: NE 85th Station Area Plan

Dear Mayor Sweet, Kirkland City Councilmembers, & City Manager Triplett

I am writing on behalf of Google in support of the Station Area Plan. Questions have arisen as to how a potential development on the Lee Johnson site might fit within the Plan. This letter provides additional information regarding our potential development of the Lee Johnson site (the “Site”) within the NE 85th Station Area.

As you know, Google became interested in developing the Site only after the City embarked on a plan to create a transit oriented development district in line with Sound Transit’s planned bus rapid transit station at 85th Street and I-405. We believe a Google office at the Site would serve as a catalyst for development of the entire Station Area in line with the city’s goals of dense commercial and residential development next door to the new mass transit station. The project would drive growth and density where the City needs it supported by affordable, effective and convenient public transit.

In order to achieve maximum public benefit for the City from the Station Area Plan (“SAP”) and meet Google’s growth goals, we supported the City’s “June Alternative B” in the Final Supplemental Environmental Impact Statement. After already having reduced maximum heights from 300’, the City Council too endorsed including this Alternative in FSEIS because the Fiscal and Community Benefits Analysis concluded significant additional height and growth was needed to achieve meaningful public benefits through the SAP. The City Council ultimately selected this Alternative as the “Preferred Plan Direction” at the end of last year.

A critical component of “June Alternative B” was and is the 250’ height limit in the zone that includes the Site. We write today to specifically address why the height allowed for

in June Alternative B and now incorporated into the draft Form Based Code (“FBC”) is necessary should we move forward with development of the Site.

Google recognizes the commitment to true transit oriented development and public benefits that the City Council has pledged as part of the Plan. Maintaining the 250’ height zone ultimately achieves these goals because of the amenity incentive system that is in the FBC. The base height limit is set at 85’ based on the additional mandatory requirements under the FBC. Setting a height limit at a lower height, like 150’, instead of 250’, cuts the potential for projects to deliver public benefits via earning amenity incentive points **by more than 50%**.

To truly achieve the significant public benefits that the City Council desires and that the Planning Commission has endorsed, more height is needed above 150’. By requiring developers to earn the ability to build above 150’ the Council is ensuring that the city earns substantial public benefit in open space, and sustainability.

To be sure, the City is not allowing unchecked development above 85’ or even 150’ in this plan. The Council’s December 2021 resolution on the Preferred Plan Direction also identified the need for additional height transitions to be included in the FBC to ensure the 250’ height limit could be appropriately integrated into the Station Area. Since then, staff have evolved the draft FBC consistent with this feedback. The proposed zoning changes include a lower, 65’ height zone along 120th. The draft FBC also includes street-level and upper-level setbacks and a “sky plane” transition requirement that effectively buffer lower height areas.

We recognize that some concerns remain in the community. We write today to provide additional context to the concepts we are considering for development of the Site that show how the massing of our development **can stay below the 250’ max height allowed for in the proposed SAP and draft FBC while achieving incentives** that benefit the public (see attached image). As you know, we have been actively sharing our concepts with fellow Kirklanders since the Fall of last year.

Google endeavors to use Commercial Mass Timber (CMT) construction on top of a podium for the four office buildings envisioned. The CMT construction type is limited to 180’ above grade for occupied areas, which is illustrated in the attached image. But, we do need flexibility in the max height due to the over 70’ slope in the Site. We are also planning for rooftop appurtenances on the buildings in order to achieve our sustainability goals of green energy (non carbon) use including potential natural

ventilation of the buildings. We depict the need for those appurtenances in the image as well.

We do remain in the concept development phase of the project. No final decisions on design have been made or can be made until much later in the process. However we wanted to share these draft concepts with the Council as you make decisions about the SAP, zoning, and FBC maximum heights, and a potential development agreement for the Site.

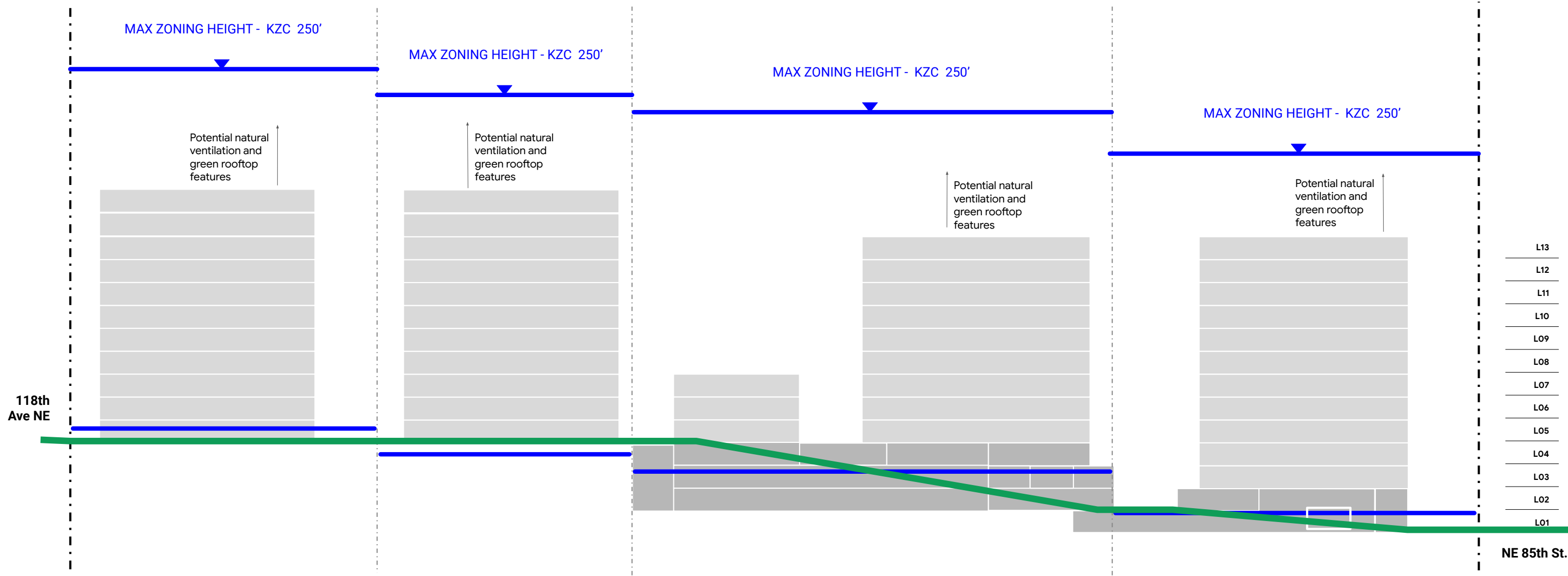
Please do not hesitate to contact us if you have any questions or concerns.

Sincerely,

Ian M. Goodhew

Ian M. Goodhew
Head of Government Relations, PNW
Google

Google Concept Heights



Sample concepts show how massing can stay below the max height while achieving incentives: Google has developed this illustrative massing concept to show how massing can stay within the max height limits proposed in the FBC. It is the goal of Google to endeavor to use Commercial Mass Timber construction on top of a podium. The CMT construction type is limited to 180 feet above grade.

— Approx 120th Ave Elevation

— KZC Average Building Elevation

*KZC Average Building Elevation is approximate and subject to site plan and confirmation by City during the permit process.

From: Jeremy McMahan
Sent: Tuesday, June 21, 2022 8:26 AM
To: Allison Zike
Subject: FW: Kiss & Ride Dropoff

Follow Up Flag: Follow up
Flag Status: Flagged

From: Duane Burow <dfburow@msn.com>
Sent: Tuesday, June 21, 2022 8:25 AM
To: Planning Commissioners <planningcommissioners@kirklandwa.gov>
Subject: Kiss & Ride Dropoff

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We are writing to express our great concern regarding the entrance to the “Kiss & Ride” Transit Drop-Off Point that is currently planned for the Highlands Neighborhood as part of the NE 85th Street Station Plan Project. This planned entrance to the “Kiss & Ride” will create significant problems for Highlands’ residents including traffic, parking problems, and noise.

Having the single access point to the “Kiss & Ride” in a residential neighborhood is problematic and misguided. The “Kiss & Ride” will significantly increase traffic entering and exiting the Highlands. The 4-way stop at the intersection of 114th Avenue NE and 87th Street is already busy, especially at rush hour, and the volume of cars and traffic will increase exponentially with drivers traveling to and from the “Kiss & Ride”.

The “Kiss & Ride” entrance in the Highlands will also clog our streets as drivers wait to pick up commuters, creating a dangerous situation for residents. Commuters with no connection to the Highlands will park on our residential streets and in front of our homes, leaving no space for homeowners and their guests. They will be free to park all day, every day on 116th Avenue NE and adjacent streets without restriction.

There is an alternative to this ill-conceived plan. Access to the “Kiss & Ride” should be relocated outside of the Highlands, to another corner of the I-405/85th Street interchange, sparing residents from unnecessary levels of traffic, parking complications, and high noise.

Thank you.

Thanks,

Duane and Janice Burow

11238 NE 92nd Street

Kirkland 98033

The Highlands

NOTICE: This e-mail account is part of the public domain. Any correspondence and attachments, including personal information, sent to and from the City of Kirkland are subject to the Washington State Public Records Act, Chapter 42.56 RCW, and may be subject to disclosure to a third party requestor, regardless of any claim of confidentiality or privilege asserted by an external party.

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 21, 2022 8:38 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20115] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A new service request has been submitted and action needs taken.

Service Request Details	
ID	20115
Date/Time	6/21/2022 8:37 AM
Type	85th Station Area Plan
Address	648 10th Ave, Kirkland
Origin	Call Center
Comments	<p>Hi,</p> <p>As Kirkland residents for many years in the Norkirk neighborhood, I just wanted to share that my family and I support the new development plans recently shared for downtown Kirkland.</p> <p>I am referring to the increased building heights, and new transit point planned around I405/85th street.</p> <p>I know that some vocal residents oppose these plans, but please know that a silent majority of residents do want increased density and transit connections near downtown. This is the only sensible way to ensure housing affordability, and keep plenty of useful businesses and services available within walking distance. We certainly don't want to repeat the mistakes that California has made.</p> <p>Thank you, Jake Poznanski 648 10th Ave, Kirkland, WA 98033</p>

Submitter Poznanski, Jakub
648 10th Ave
Kirkland, WA 98033
jakepoz@gmail.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 21, 2022 8:40 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20116] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A new service request has been submitted and action needs taken.

Service Request Details	
ID	20116
Date/Time	6/21/2022 8:39 AM
Type	85th Station Area Plan
Address	Kirkland
Origin	Call Center
Comments	Re: Rezoning 85th Hello, Wanted to express my satisfaction at the proposed ideas, and very explicitly that the city will not increase road sizes. I hope that there are plans to push more people into transit, as the local bus, 250, won't cut the mustard. But making cars use more painful is a laudable goal, and one I applaud.
Submitter	Unknown, Unknown Kirkland, WA bluekkid@gmail.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 21, 2022 8:49 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20121] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A new service request has been submitted and action needs taken.

Service Request Details	
ID	20121
Date/Time	6/21/2022 8:49 AM
Type	85th Station Area Plan
Address	11320 NE 88th St, Kirkland
Origin	Call Center
Comments	<p>I am requesting that this is part of the public record. My name is Joan Lindell Olsen, and I am an attorney and resident of Kirkland for 30+ years. My parents Gerri and Bob Haynes are also residents of the City of Kirkland and have raised six children here. My three children (now in their early 20s) are all graduates of Peter Kirk Elementary, Kirkland Middle School and Lake Washington High School. I went to Robert Frost Elementary, Kamiakin Junior High and Juanita High School. We have seen Kirkland develop and grow in a linear way - but in the past five years it has been out of control. I believe this is largely due to the self-interested decisions of the Kirkland City Council.</p> <p>I am strongly opposed to the current iteration of the Station Area Plan, for the following reasons: 1. The City of Kirkland and its roads are not built and cannot be expanded to take on the capacity of 4x the number of residents in the Station Area. Seventh Street from 116th in the Highlands to Market Street is already crowded, subject to speeding and other traffic-related issues. There</p>

is no way to make the roads wider given the housing in the Highlands and other areas.

2. Google should not be allowed to purchase and develop on the Lee Johnson property - traffic, traffic, traffic. What about the kids who go to LWHS? It is going to be impossible for them to get to school in the morning. It will back up traffic on 85th and 70th in a way that will make it impossible to travel on 85th Street. This is a greedy, short-sighted decision. There is certainly another interested party that would purchase the Lee Johnson property with less impact.

3. The pandemic and remote work have lessened the ridership by a substantial percentage. All of the calculations on ridership to justify the BRT were based on pre-pandemic ridership.

4. NOISE. The increase in traffic and constant construction noise is going to impact learning for the kids at LWHS and for those of us who work from home it is going to be terrible. Kirkland is already much louder than it was previously - I cannot imagine what it will be like over the next decade of construction if this project is allowed to continue.

5. EQUITY. All of this does NOTHING to make housing more affordable in Kirkland. 7,500 additional tech workers at Google will make housing prices skyrocket. Again, this feels like greed - instead of taking into account the needs of Kirkland residents.

I am asking for you to make a fair determination based on public comments and not your self-interest - the City Council represents all Kirkland residents - not just developers.

Please provide a response to this email. I have emailed the City Council on numerous occasions and have not heard back once from a Kirkland City Council Member.

Joan Lindell Olsen

Submitter Lindell Olsen, Joan
11320 NE 88TH ST
KIRKLAND, WA 98033-5742
425-877-6488
joanlouise@outlook.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 21, 2022 9:14 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20128] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A new service request has been submitted and action needs taken.

Service Request Details	
ID	20128
Date/Time	6/21/2022 9:14 AM
Type	85th Station Area Plan
Address	Kirkland
Origin	Call Center
Comments	<p>Dear City Council and leaders,</p> <p>I, a resident of Kirkland, am writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange.</p> <p>Kirkland's character and future should not be compromised in an effort to placate the corporate interests of Google. Permitting Google to build four 250-foot towers on the land currently occupied by the Lee Johnson car dealership would be preposterous. These towers will loom large and unsightly over trees and the adjacent residential neighborhood.</p> <p>This is a permanent damage and disgrace to Kirkland neighborhood for decades to be remembered. Please consider for the generations of people living in this neighborhood, not just near-sighted interest.</p>

Further, the traffic impact in the area would be untenable on NE 85th Street and 120th Ave NE - the road from 85th Street to Lake Washington High School ("LWHS"). Allowing 9,000 people to occupy these buildings, which equates to ten percent of the total population of Kirkland, will lead to gridlock on the already very congested 85th Street. In addition, LWHS students and faculty will face an impossible task every day competing with the Google tower occupants to get to and from school.

Please reconsider this audacious proposal for something more reasonable, such as limiting the height of the buildings to the height of those in Urban, the Village at Totem Lake, or the other Google buildings in Kirkland. We Kirkland residents depend on your sound judgment to make the right decision on our behalf for our true interest!

A concerned Highlands resident, Tsailin Hsu

Submitter Hsu, Tsailin
Kirkland, WA
alynhsu@live.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 21, 2022 9:17 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20131] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A new service request has been submitted and action needs taken.

Service Request Details	
ID	20131
Date/Time	6/21/2022 9:17 AM
Type	85th Station Area Plan
Address	Kirkland
Origin	Call Center
Comments	<p>Dear City Council, Mayor Penny and others,</p> <p>I am writing to express my great concern regarding the entrance “Kiss & Ride” Transit Drop-Off Point that is currently planned for the Highlands Neighborhood as part of the NE 85th Street Station Plan Project. This plan will create significant problems for Highlands’ residents including traffic, parking problems, and noise.</p> <p>The logic behind putting the Kiss and Ride in the mostly densely residential quadrant of the interchange does not make sense to me.</p> <p>Having a single access point to a “Kiss & Ride” in a residential neighborhood is problematic and misguided. The “Kiss & Ride” will significantly increase traffic entering and exiting the Highlands. The 4-way stop at the intersection of 114th Avenue NE and 87th Street is already a busy intersection, especially at rush hour, and the volume of cars and traffic will increase exponentially with commuters traveling to and from a “Kiss and Ride.</p>

The “Kiss and Ride” will clog our streets as drivers wait to pick up commuters, creating a dangerous situation for residents. Commuters with no connection to the Highlands will park on our residential streets and in front of our homes, leaving no space for homeowners and their guests. They will be free to park all day, every day on 116th Ave NE and adjacent streets without restriction.

However, there is an alternative to this ill-conceived plan. Access to the “Kiss & Ride” should be relocated outside of the Highlands, to another corner of the I-405/85th Street interchange, sparing residents from unnecessary levels of traffic, parking complications, and high noise.

Thank you.
A concerned Kirkland Highlands resident.
Kian Tabrizi

Submitter Tabrizi, Kian
Kirkland, WA
skiforall@gmail.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 21, 2022 9:23 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20133] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A new service request has been submitted and action needs taken.

Service Request Details	
ID	20133
Date/Time	6/21/2022 9:23 AM
Type	85th Station Area Plan
Address	11238 NE 92nd St, Kirkland
Origin	Control Panel
Comments	<p>Dear Ms. Curtis:</p> <p>We are writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange. Of the cities neighboring Kirkland, only downtown Bellevue, which has a concentrated urban core second only to Seattle, has buildings this tall.</p> <p>Kirkland's character and future should not be compromised in an effort to placate the corporate interests of Google. Permitting Google to build four 250-foot towers on the land currently occupied by the Lee Johnson car dealership would be preposterous. These towers will loom large and unsightly over trees and the adjacent residential neighborhood.</p> <p>The city is basically rolling over to the demands of Google while leaving the citizens of Kirkland just more and more congestion.</p> <p>Thanks, Duane and Janice Burow 11238 NE 92nd Street</p>

Kirkland 98033
The Highlands

Submitter Burow, Duane F
11238 NE 92nd St
Kirkland, WA 98033
dfburow@msn.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 21, 2022 2:09 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20172] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A new service request has been submitted and action needs taken.

Service Request Details	
ID	20172
Date/Time	6/21/2022 2:08 PM
Type	85th Station Area Plan
Address	13021 NE 101st Pl, Kirkland
Origin	Call Center
Comments	<p>Dear City Council Members,</p> <p>I would like to register my concerns about the 85th Street Development Plan.</p> <p>Traffic congestion along 85th is bad during rush hour</p> <ul style="list-style-type: none">• How will you mitigate the impact on traffic during construction of the BRT station and the construction of buildings proposed for the Commercial Mixed Use area (which encompasses Petco and the old Lee Johnson car lot)?• How will you prevent traffic jams near the freeway once the commercial developments are completed?• Will construction begin on the proposed Google campus before, during, or after work is planned for the BRT station? <p>Regarding the BRT Station</p> <ul style="list-style-type: none">• How will cars and buses access the BRT station?• Where will people park their cars?

- How will access to the station affect Costco traffic.

Regarding the proposed Google building

- The 250 foot height limit for the Google campus is out of alignment with the heights of the surrounding buildings. I am concerned that if we start raising height restrictions along 85th, we will see a “tunneling” effect along the roadway and increased traffic noise through the corridor and into surrounding neighborhoods.

Regards,
Sharon Plotkin
13021 NE 101st Place
Kirkland, WA 98033

Submitter Plotkin, Sharon L
13021 NE 101st PI
Kirkland, WA 98033
425-979-9103
sharonplotkin3D@gmail.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Tuesday, June 21, 2022 2:10 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20173] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A new service request has been submitted and action needs taken.

Service Request Details	
ID	20173
Date/Time	6/21/2022 2:09 PM
Type	85th Station Area Plan
Address	8217 122nd Ave NE, Kirkland
Origin	Call Center
Comments	<p>Dear City Council,</p> <p>I am writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange. Of the cities neighboring Kirkland, only downtown Bellevue, which has a concentrated urban core second only to Seattle, has buildings this tall.</p> <p>Kirkland's character and future should not be compromised in an effort to placate the corporate interests of Google. Permitting Google to build four 250-foot towers on the land currently occupied by the Lee Johnson car dealership would be preposterous. These towers will loom large and unsightly over trees and the adjacent residential neighborhood.</p> <p>Further, the traffic impact in the area would be untenable on NE 85th Street and 120th Ave NE - the road from 85th Street to Lake Washington High School ("LWHS"). Allowing 9,000 people to occupy these buildings, which equates to ten</p>

percent of the total population of Kirkland, will lead to gridlock on the already very congested 85th Street. In addition, LWHS students and faculty will face an impossible task every day competing with the Google tower occupants to get to and from school.

Please reconsider this audacious proposal for something more reasonable, such as limiting the height of the buildings to the height of those in Urban, the Village at Totem Lake, or the other Google buildings in Kirkland.

The neighborhoods surrounding the I-405/85th Street interchange and residents that commute on the already congested 85th Street should not be subject to the increased zoning height and related congestion nightmare. This is my neighborhood - I live on 122nd Ave NE near the Starbucks, and the towers would literally tower over my backyard and my home. Thank you for reconsidering.

Sincerely,
Casey Sperte
425-444-3376

Submitter Sperte, Casey L
8217 122nd Ave NE
Kirkland, WA 98033
caseysperte@me.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Wednesday, June 22, 2022 8:02 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20187] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A new service request has been submitted and action needs taken.

Service Request Details	
ID	20187
Date/Time	6/22/2022 8:02 AM
Type	85th Station Area Plan
Address	Kirkland
Origin	Call Center
Comments	<p>Dear City Council,</p> <p>I am writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange. Of the cities neighboring Kirkland, only downtown Bellevue, which has a concentrated urban core second only to Seattle, has buildings this tall.</p> <p>Kirkland's character and future should not be compromised in an effort to placate the corporate interests of Google. Permitting Google to build four 250-foot towers on the land currently occupied by the Lee Johnson car dealership would be preposterous. These towers will loom large and unsightly over trees and the adjacent residential neighborhood.</p> <p>Further, the traffic impact in the area would be untenable on NE 85th Street and 120th Ave NE - the road from 85th Street to Lake Washington High School ("LWHS"). Allowing 9,000 people to occupy these buildings, which equates to ten</p>

percent of the total population of Kirkland, will lead to gridlock on the already very congested 85th Street. In addition, LWHS students and faculty will face an impossible task every day competing with the Google tower occupants to get to and from school.

Please reconsider this audacious proposal for something more reasonable, such as limiting the height of the buildings to the height of those in Urban, the Village at Totem Lake, or the other Google buildings in Kirkland.

The neighborhoods surrounding the I-405/85th Street interchange and residents that commute on the already congested 85th Street should not be subject to the increased zoning height and related congestion nightmare.

Thanks,
A concerned resident.

Submitter Unknown, Unknown
Kirkland, WA
yyz12356@hotmail.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Wednesday, June 22, 2022 8:04 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20188] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A new service request has been submitted and action needs taken.

Service Request Details	
ID	20188
Date/Time	6/22/2022 8:03 AM
Type	85th Station Area Plan
Address	10611 132nd Ave NE, Kirkland
Origin	Call Center
Comments	<p>Dear City Council,</p> <p>I am writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange. Of the cities neighboring Kirkland, only downtown Bellevue, which has a concentrated urban core second only to Seattle, has buildings this tall.</p> <p>Kirkland's character and future should not be compromised in an effort to placate the corporate interests of Google. Permitting Google to build four 250-foot towers on the land currently occupied by the Lee Johnson car dealership would be outrageous. These towers will loom large and unsightly over trees and the adjacent residential neighborhood.</p> <p>Further, the traffic impact in the area would be untenable on NE 85th Street and 120th Ave NE - the road from 85th Street to Lake Washington High School ("LWHS"). Allowing 9,000 people to occupy these buildings, which equates to ten</p>

percent of the total population of Kirkland, will lead to gridlock on the already very congested 85th Street.

In addition, LWHS students and faculty will face an impossible task every day competing with the Google tower occupants to get to and from school.

Please reconsider this audacious proposal for something more reasonable, such as limiting the height of the buildings to the height of those in Urban, the Village at Totem Lake, or the other Google buildings in Kirkland.

The neighborhoods surrounding the I-405/85th Street interchange and residents that commute on the already congested 85th Street should not be subject to the increased zoning height and related congestion nightmare.

Thank you,

Don and Belinda Wicklund
10611 132nd AVE NE
Kirkland, WA 98033

Born in 1953 and Raised in Kirkland
Own Home in Kirkland since 1978
A concerned resident.

Submitter Wicklund, Belinda L
10611 132nd Ave NE
Kirkland, WA 98033
bea1317@comcast.net

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Wednesday, June 22, 2022 8:04 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20189] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A new service request has been submitted and action needs taken.

Service Request Details	
ID	20189
Date/Time	6/22/2022 8:04 AM
Type	85th Station Area Plan
Address	10611 132nd Ave NE, Kirkland
Origin	Call Center
Comments	<p>Dear City Council Member:</p> <p>I am writing to express my great concern regarding the entrance to the "Kiss & Ride" Transit Drop-Off Point that is currently planned for the Highlands Neighborhood as part of the NE 85th Street Station Plan Project. This planned entrance to the "Kiss & Ride" will create significant problems for Highlands' residents including traffic, parking problems, and noise.</p> <p>Having a single access point to the "Kiss & Ride" in a residential neighborhood is problematic and misguided. The "Kiss & Ride" will significantly increase traffic entering and exiting the Highlands. The 4-way stop at the intersection of 114th Avenue NE and 87th Street is already busy, especially at rush hour, and the volume of cars and traffic will increase exponentially with drivers traveling to and from the "Kiss & Ride".</p> <p>The "Kiss & Ride" entrance in the Highlands will also clog our streets as drivers wait to pick up commuters, creating a dangerous situation for</p>

residents. Commuters with no connection to the Highlands will park on our residential streets and in front of our homes, leaving no space for homeowners and their guests. They will be free to park all day, every day on 116th Avenue NE and adjacent streets without restriction.

There is an alternative to this ill-conceived plan. Access to the "Kiss & Ride" should be relocated outside of the Highlands, to another corner of the I-405/85th Street interchange, sparing residents from unnecessary levels of traffic, parking complications, and high noise.

Thank you,

Don and Belinda Wicklund
10611 132nd AVE NE
Kirkland, WA 98033

Born in 1953 and Raised in Kirkland
Own Home in Kirkland since 1978
A concerned resident.

Submitter Wicklund, Belinda L
10611 132nd Ave NE
Kirkland, WA 98033
bea1317@comcast.net

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Wednesday, June 22, 2022 8:37 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20192] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A new service request has been submitted and action needs taken.

Service Request Details	
ID	20192
Date/Time	6/22/2022 8:37 AM
Type	85th Station Area Plan
Address	12304 NE 73rd Rd Pl, Kirkland
Origin	Control Panel
Comments	<p>Hi! I just wanted to drop all of you a note saying thank you for the work you've done on the 85th St Redevelopment plan and encouraging you all to continue supporting it as it moves forward. We moved to Kirkland 5 years ago when our family was growing and there wasn't space we could afford in Seattle. Now here in Kirkland, we feel like we live in a wonderful community in the true sense of the word. We live on 124th and 73rd, a few blocks south of 85th, near 405. Holy Family Church is a short walk away, the Taylor ballfields are easily reachable, South Rose Hill Park is around the corner, and Bridle Trails is a great place to head for a family hike. We love it here and are so grateful to the long term Kirklanders who have built this community into what it is.</p> <p>As our kids get older, we'd also love to be able to walk down to 85th and see a vibrant neighborhood with ground level shopping and restaurants where we could grab a quick bite to eat. We'd also love to see a Kirkland with more housing so that if as our kids grow older they want to stay here, that they'd be able to afford to</p>

do that. The 85th street plan will bring change - larger buildings and more people. But its also going to bring more housing to help keep prices reasonable and more businesses where we can eat and shop. We are big fans of that future vision of our neighborhood and we hope the council will continue to shepard the city forward towards it!

Craig Bruney

Submitter Bruney, Craig W
12304 NE 73rd Pl
Kirkland, WA 98033
craigwbruney@gmail.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Wednesday, June 22, 2022 8:46 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20193] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A new service request has been submitted and action needs taken.

Service Request Details	
ID	20193
Date/Time	6/22/2022 8:45 AM
Type	85th Station Area Plan
Address	11210 NE 88th St, Kirkland
Origin	Control Panel
Comments	<p>Dear Councilmember Curtis,</p> <p>I am a resident in the Kirkland Highlands and am concerned about the “Kiss & Ride” Transit Drop-Off Point that is currently planned. It seems the plan has the potential to cause significant problems for Highlands’ residents including traffic, parking problems, and noise.</p> <p>Having a single access point to a “Kiss & Ride” in a residential neighborhood is problematic and misguided. The “Kiss & Ride” will significantly increase traffic entering and exiting the Highlands. The 4-way stop at the intersection of 114th Avenue NE and 87th Street is already a busy intersection, especially at rush hour, and the volume of cars and traffic will increase exponentially with commuters traveling to and from a “Kiss and Ride.</p> <p>The “Kiss and Ride” will clog our streets as drivers wait to pick up commuters, creating a dangerous situation for residents. Commuters with no connection to the Highlands will park on</p>

our residential streets and in front of our homes, leaving no space for homeowners and their guests. They will be free to park all day, every day on 116th Ave NE and adjacent streets without restriction.

It is already difficult to park along my street (NE 88th St.) and I would hope that if there is a problem with resident's being able to park, the city will implement a system of parking permits so residents can park.

Access to the "Kiss & Ride" should be relocated outside of the Highlands, to another corner of the I-405/85th Street interchange, sparing residents from unnecessary levels of traffic, parking complications, and high noise.

Thank you for your attention to this matter.

Daphna Robon

Submitter Robon, Daphna
11210 NE 88th St
Kirkland, WA 98033
daphnarobon@yahoo.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Wednesday, June 22, 2022 8:48 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20194] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A new service request has been submitted and action needs taken.

Service Request Details	
ID	20194
Date/Time	6/22/2022 8:47 AM
Type	85th Station Area Plan
Address	12812 NE 103rd Pl, Kirkland
Origin	Control Panel
Comments	<p>Councilmember Kelli Curtis</p> <p>I am reaching out to you as a concerned citizen of Kirkland regarding the upcoming decisions being made regarding development of the NE 85th Street Station Area Plan. While I think there are some great opportunities represented in the plan, I want to express concerns that the plan seems to have missed some key items that need to be considered before moving forward. Please consider my input because as a long term citizen of Kirkland and specifically North Rose Hill, I feel that this city of Kirkland is not considering what is best for the existing citizen who live in the impacted areas.</p> <p>As a civil engineer, I am very interested in seeing the traffic studies and impacts developed for the NE 85th ST Station Area Plan. I have read both the Draft SEIS and other documents associated with the plan, but have yet to see any detailed traffic study on the impacted neighborhoods and travel time increases to the citizens of Kirkland because of this proposed development. I understand that you live in Houghton, so I am not</p>

sure if you are familiar with the traffic on NE 85th Street. The current congestion on NE 85th Street has changed how traffic moves from Redmond to I-405 resulting in impacts to the North Rose Hill community. Drivers used to stay on NE 85th ST until 124th Ave NE, but traffic backs up on NE 85th ST well before 124th Ave NE. These commuters cut through the North Rose Hill neighborhood impacting residential streets. I have almost been hit twice while in a crosswalk at a four way stop intersection. While I am not familiar with the drivers cutting through South Rose Hill neighborhood, I have to believe the NE 80th is also impacted. The impact to traffic will only get worse with the additional development proposed with the NE 85th Street Station Area Plan. The city council cannot make an informed decision without understanding the impacts to those that currently live in the impacted areas. Please request a thorough traffic study. This should be part of the SEIS.

I believe the allowance of buildings 250' tall is not in keeping with the scale of the city of Kirkland. How tall are the buildings in Totem Lake or the Urban? Why would Rose Hill get taller buildings than these locations? It appears that the city is changing the zoning rules for Google. Why would the city need to do this? Google has a large footprint in Houghton, but the city didn't allow them to go above four stories. It appears the rules are being adjusted indiscriminately. While this is likely not true, it does appear that the Houghton neighborhood has kept with current zoning restrictions and not allowed Google to build tall buildings in their neighborhood. Would love to understand why Google should get special accommodation for a building that is 250 feet. I understand the Planning Commission is recommending that the Google site (Lee Johnson property) only go to 150 feet. While this is higher than what it is currently zoned for, this seems like a more reasonable height for Kirkland. Please don't vote against the Planning Commission's 150 feet and recommend going with a 250 feet height zoning allowance.

Thanks for representing all of Kirkland, including North Rose Hill residents.

Respectfully,
Jill Gough, P.E.

12812 NE 103rd PI
Kirkland, WA 98033
jigonw@gmail.com

Submitter Gough, Jill
12812 NE 103rd PI
Kirkland, WA 98033
425-889-9116
jigonw@gmail.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Wednesday, June 22, 2022 2:07 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20205] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A new service request has been submitted and action needs taken.

Service Request Details	
ID	20205
Date/Time	6/22/2022 2:06 PM
Type	85th Station Area Plan
Address	Kirkland
Origin	Call Center
Comments	<p>Dear City Council, Mayor Penny and others,</p> <p>I am writing to express my great concern regarding the entrance “Kiss & Ride” Transit Drop-Off Point that is currently planned for the Highlands Neighborhood as part of the NE 85th Street Station Plan Project. This plan will create significant problems for Highlands’ residents including traffic, parking problems, and noise.</p> <p>The logic behind putting the Kiss and Ride in the mostly densely residential quadrant of the interchange does not make sense to me.</p> <p>Having a single access point to a “Kiss & Ride” in a residential neighborhood is problematic and misguided. The “Kiss & Ride” will significantly increase traffic entering and exiting the Highlands. The 4-way stop at the intersection of 114th Avenue NE and 87th Street is already a busy intersection, especially at rush hour, and the volume of cars and traffic will increase exponentially with commuters traveling to and from a “Kiss and Ride.</p>

The “Kiss and Ride” will clog our streets as drivers wait to pick up commuters, creating a dangerous situation for residents. Commuters with no connection to the Highlands will park on our residential streets and in front of our homes, leaving no space for homeowners and their guests. They will be free to park all day, every day on 116th Ave NE and adjacent streets without restriction.

However, there is an alternative to this ill-conceived plan. Access to the “Kiss & Ride” should be relocated outside of the Highlands, to another corner of the I-405/85th Street interchange, sparing residents from unnecessary levels of traffic, parking complications, and high noise.

Thank you.
Golnaz Koloushani (concerned Kirkland Highlands resident)

Submitter Koloushani, Golnaz
Kirkland, WA
gkoloushani@gmail.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Thursday, June 23, 2022 1:33 PM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20223] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A new service request has been submitted and action needs taken.

Service Request Details	
ID	20223
Date/Time	6/23/2022 1:32 PM
Type	85th Station Area Plan
Address	Kirkland
Origin	Control Panel
Comments	<p>I am writing to urge you to vote no on the current proposed station area plan as it is currently written. While it does have some good ideas and many are in favor of the biking and walkability aspects of the plan, it has too many unanswered questions, too many really critical items left unplanned for. And while growth is unavoidable, such a proposed drastic growth increase is unwarranted. As a long time Kirkland resident, my main issue of concern with this plan is allowing the additional height for the proposed Google Towers project on the Lee Johnson site. I believe this will only hurt the city as a whole. This one project will add a dramatic amount of traffic, overcrowding in schools, and only increase to our current housing shortage.</p> <p>It has been stated that this Google project will add 6,000 high-paying tech jobs, and with that comes families, kids. This influx will add an enormous strain to our already overloaded school system. Additionally, the concentration of growth all in one area would mean all the added extra kids would all be forced to crowd into the</p>

same neighborhood school(s). How is that fair to the families that already live here, the kids that already attend those schools, what about their kids' education? I see no real plan for this critical issue.

I also do not see any improvements to our infrastructure in this proposed plan. Our roadways are at times already close to unbearable, and now you are adding, to this one concentrated area, 6,000 more people wanting to commute to work. Biking to work is still not the norm, nor is it all-inclusive, so if that is your only answer time to re-think. None of Kirkland's roads are conducive to moving large amounts of traffic, as we have no multilane through fares. Until there is a real plan in place, you must responsibly vote no, otherwise you are leaving our city in total gridlock.

Additionally, our city already has a housing shortage and this plan does not adequately deal with this issue either. The immediate Google jobs added will all be high-paid tech jobs and those people can outbid with cash offer anyone else seeking a house in our area. This DOES dramatically drive up property taxes, forcing us underpaid average people out. You say it does not, but you are either not paying attention or are more disconnected from those you were voted to serve than one might have guessed. The affordable apartment housing is not a good plan either. It really isn't all that affordable – most teachers would not be able to afford the cost – and the tax breaks given to these complexes put yet another additional tax burden on us average people who have been homeowners here for a few decades. The affordable housing part of this plan is close to a no-win, no-win. It needs to be re-worked for a better serving plan, a plan that will actually help those who need it. Not just the corporation that builds the complex.

This plan leaves out open green space for kids young and old, to play. Increased density means fewer yards, more people living in apartments. So those green spaces are needed even more. Why are they not in the plan? There was even something about a proposed new school with no playground?? Hopefully, that wasn't real..... All people need green spaces, but kids especially, and to send kids to school with zero playground is unthinkable!

This plan needs a lot more work, it actually strikes me as something hastily put together to potentially "hide" the fact that you were about to allow Google to build 4 towers enormously larger than anything in Kirkland, with zero plan for extra traffic, housing, or schools. But you lumped it in there with a bunch of other stuff hoping you could pass it with no one noticing. But once this is passed, you cannot take those height limits back, they are there, so do think carefully, and maybe not be in such a hurry and please think about what is best for this city as a whole.

*(See full email attached)

Submitter Myra, Lynda
Kirkland, WA
riversinc2@gmail.com

[View in QAlert](#)

From: OUR Kirkland <noreply-kirkland@qscend.com>
Sent: Friday, June 24, 2022 10:43 AM
To: Allison Zike
Subject: A new Service Request has been created [Request ID #20235] (85th Station Area Plan) -

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION/EXTERNAL: This email originated from outside the City Of Kirkland. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A new service request has been submitted and action needs taken.

Service Request Details	
ID	20235
Date/Time	6/24/2022 10:43 AM
Type	85th Station Area Plan
Address	Kirkland
Origin	Control Panel
Comments	<p>Dear City Council Members,</p> <p>As a resident of the Kirkland Highlands neighborhood for over 20 years and as the parent of a LWHS student, I am writing to oppose the City of Kirkland's plan to increase the zoning height to 250 feet in the area around the I-405/85th Street interchange. Of the cities neighboring Kirkland, only downtown Bellevue, which has a concentrated urban core second only to Seattle, has buildings this tall. My son has already experienced the challenges of getting to school in the morning with the existing traffic on 85th street. Further, he regularly expresses frustration that Kirkland is not more walkable and bike-able. This plan which brings higher density and more cars will make traffic worse. I know the hope is that adding more transit gets people out of their cars but we all know that this simply isn't what happens. Further, as a person that has to use the intersection at 87th street and 114th Ave daily to enter and exit my neighborhood, I am STONGLY OPPOSED to this area becoming a transit hub. This intersection is already congested and busy. Drivers are already</p>

impatient and constantly run the new stop signs. Inviting more cars into this corridor will only increase the problem and make it prohibitive to simply get out of our neighbor hood in the morning.

We have already had the "progress" of Kirkland Urban inflicted upon us. In my family, we have felt the loss of having a user friendly gathering place for children and families during my kids teenage years. They even lost the local Wendy's. My son complains that there is no where to go to buy a burger and hang out that sells a burger for less than \$8. My kids missed, as high schoolers having a local hang out spot where they could go to a movie, or go hang out with friends. Urban gutted this, and despite being advertised as cozy and friendly, it is nothing but. It is just an alley way with frustrated drivers trying to find a parking spot so as to avoid going in that underground garage. There is no charm or anything inviting about Kirkland Urban (unlike the Totem Lake redevelopment). What is to prevent further such unfriendly, inhospitable development from occurring?

Kirkland's character and future should not be compromised in an effort to placate the corporate interests of Google. Permitting Google to build four 250-foot towers on the land currently occupied by the Lee Johnson car dealership would be preposterous. These towers will loom large and unsightly over trees and the adjacent residential neighborhood.

Further, the traffic impact in the area would be untenable on NE 85th Street and 120th Ave NE - the road from 85th Street to Lake Washington High School ("LWHS"). Allowing 9,000 people to occupy these buildings, which equates to ten percent of the total population of Kirkland, will lead to gridlock on the already very congested 85th Street. In addition, LWHS students and faculty will face an impossible task every day competing with the Google tower occupants to get to and from school.

Please reconsider this audacious proposal for something more reasonable, such as limiting the height of the buildings to the height of those in Urban, the Village at Totem Lake, or the other Google buildings in Kirkland.

The neighborhoods surrounding the I-405/85th Street interchange and residents that commute on the already congested 85th Street should not be subject to the increased zoning height and related congestion nightmare.

While we have lived in Kirkland 23 years this fall, we are sad to say that we know Kirkland will not be our forever home. It has come close to losing most of the charm and smaller city feel that it once had. It feels now like a city designed only for rich people who happen to work in tech. If this "progress" keeps up Kirkland will lose its' people infrastructure, teachers, fire fighters, healthcare workers (such as myself), tradespeople and artists who increasingly can no longer afford to live and work here.

Submitter Hanley, Kari
Kirkland, WA
karianne@nwlink.com

[View in QAlert](#)